ROAD IMPROVEMENTS TO ROUTE 123

1. For approximately two decades, the Central Intelligence Agency's headquarters has been located on a wooded site in Langley, Virginia, outside Washington, D.C. The focal point of the site, which covers approximately 213 acres, is the headquarters office building. This structure is served by parking areas and three small outlying buildings housing a printing plant, a motor pool garage and a power plant. The site includes an internal road network and a small recreational area.

2. When the headquarters building was completed in 1962, some of the Agency personnel could not be accommodated due to funding constraints. These employees have remained in other buildings in the Metropolitan Washington Area. In addition , over the years, personnel have moved from the Headquarters building to other buildings in order to accommodate machines. The Agency is now expanding the Langley Headquarters to consolidate its personnel and functions.

3. The proposed expansion of the Central Intelligence Agency (CIA) Headquarters will result in an increase in the number of persons entering and leaving the site during the morning and evening rush periods. A study analyzed what this increase would mean in terms of vehicular traffic loads at each of the major CIA access points under a range of assumed conditions. The impact on Traffic was examined for the year 1986 as well as for the year 2005 (the 20-year design for which long range highway plans are prepared). analyses concluded that travel in the year 2005 would be heavier than in 1986 due to the expected continued increase in non Agency "background traffic."

4. An evaluation was undertaken to identify roadway improvements which would be most effective in accommodating increased traffic volumes attributable to the current expansion program at the CIA Headquarters in Langley, Virginia. The study scope was defined in the Memorandum of Agreement between the Agency and the Virginia Department of Highways and Transportation (VDH&T) who contracted with Dewberry & Davis and JHK & Associates to perform the study dated October 19, 1983.

5. A public participation program has been an integral element of the study process. This program has afforded a formal opportunity for citizen groups and representatives of several public agencies to monitor progress and participate in the decision-making process. The CIA Traffic Advisory Committee consists of representation from the following:

1. McLean Citizens Association

2. Ad Hoc Committee for Traffic To/From CIA (represents the Clearview Manor, Country Day School, Downcrest, Evermay, Langley Oaks, Lynwood Communities)

3. The Virginia Department of Highways and Transportation (VDH&T)

4. National Park Service, George Washington Memorial Parkway

5. National Capital Planning Commission

6. Fairfax County

7. Central Intelligence Agency

8. Representation from offices of elected local and federal officials

6. Based on the findings of the traffic impact analyses a number of alternatives were developed. The objective was to establish a range of road improvements capable of providing acceptable traffic service under future conditions. Alternatives vary from very modest operational improvements to more extensive reconstruction of specific intersections. Technical memoranda presented a description of the alternatives which were technically feasible, defined the engineering, economic and social characteristics of each and indicated the manner in which each had the potential for satisfying the forecast traffic loads.

7. After the publication and distribution of each of the Technical Memoranda described above, meetings were held with the CIA Traffic Advisory Committee to obtain their views on the study findings. The objective was to identify those alternatives which were viable candidates for implementation.

8. During the past eighteen months eight meetings of the CIA Traffic Advisory Committee were held to determine an arrangement at CIA that would be agreeable to the various citizen groups, the CIA and the VDH&T. An Environmental Assessment was made of the alternatives and based on its results, citizen input and various agency feedback, the solution described in the brochure was selected.

9. The selected option is an at grade solution where traffic flows would be controlled by interconnected synchronization and intersection channelization. The eastbound lanes of Route 123 would be relocated northerly adjacent to existing westbound Route 123. Route 193 will be realigned to intersect with Route 123 opposite Potomac School Road. Two lanes in each direction, separated by a variable width median, will be provided on Route 123. The present median width would be retained at each end of the project. A third westbound lane, which is provided along Route 123 through the intersection with the CIA entrance, would serve as a free flow right turn lane on Route 193.

10. In addition, the selection provides dual turning lanes for left turns into and right turns out of the CIA entrance. The entrance would be widened to a four-lane divided cross section. A single turn lane is provided out of the CIA. Dual left turn lanes are needed for the Route 193 turn onto eastbound Route 123. The left turn lane for turns into the FHWA/CIA (Turkey Run Farm) access road would be retained. This access roadway would widen at the intersection of Route 193 to provide two outbound lanes and an exclusive lane for both left and right turning movements. Traffic signals would be installed at the Route 123/CIA entrance and at the intersection of Route 193/Potomac School Road and Route 123.

11. The CIA Traffic Advisory Committee will continue to meet during the design stage of this project. They will review design activity at the 25%, 60% and 90% complete stage to ensure that citizen's concerns continue to be addressed. In addition, every effort will be made by the committee to keep the project on track and have the construction completed prior to occupancy of the new building scheduled to start in the summer of 1987.